

U. S. WILL SEND SIX SHIPS FOR TOURISTS

GERMANS OPEN THEIR DOORS TO AMERICANS

Residents of Berlin Offer to Care for Refugees Till Relief Comes.

BANKS TO ADVANCE CASH

Mrs. Philip Lydig Asks U. S. State Department to Locate Husband.

Special Cable Despatches to The Sun.

BERLIN, August 13.

Many German families are offering to take stranded Americans into their homes and keep them without cost until such time as they can leave the country. A list of these offers was read at a meeting last night, which was attended by about 500 American tourists and residents of Berlin. Adolf Wermuth, lord mayor of Berlin, headed the list with an offer to care for three of the Americans.

The president of the German Bank has announced that his institution will advance \$1,250,000 to Americans on letters of credit and other adequate security. Other banks are following the lead of the German Bank and the leading banks of the city are now paying cash on letters of credit.

A special train left here at 1 o'clock yesterday afternoon for Holland carrying 400 American tourists. Preparations are being made for the transportation of other Americans to Dutch ports.

Train Nearing Rotterdam.

AMSTERDAM, via London, August 13.—The special train bringing 400 Americans from Berlin in charge of Ambassador Gerard arrived in Amsterdam at 5 o'clock this morning and continued on to Rotterdam, whence the Americans will sail for the United States on a Holland-America Line steamship.

NO AMERICANS IN WANT.

Head of Relief Board Says but Few Are Stranded.

Special Cable Despatch to The Sun.

LONDON, August 13.

Herbert C. Hoover, chairman of the American relief committee, said today that there are not more than 30,000 Americans now in England desirous of returning to America and that fully 95 per cent. of these are able to finance themselves.

Mr. Hoover made the statement in view of cablegrams reaching London from the United States which indicate that the condition of Americans in England may have been exaggerated in the United States.

"Only 2 per cent. of the Americans now in England are really stranded," Mr. Hoover said. "The committee's fund is more than ample for taking care of those who are destitute and it is my belief that not more than \$25,000 or \$30,000 of government money will be required to provide for them."

"The position of Americans on the Continent is different."

"A larger proportion of them are students or others of small resources. When they are able to escape from the war territory they will be virtually destitute, both of cash and credit. The committee does not believe, however, that these will exceed 10,000, and the number may turn out to be much smaller. The removal of these people from the Continent is a problem still to be solved."

The British Minister at Bern has issued a proclamation announcing that "during mobilization, travel through France is impossible and tourists are recommended to remain where they are until it is possible to arrange for transport."

The British Minister has asked the French Government to assist in providing transportation for the tourists. A reply has been received from Paris saying that it will be impossible for the French Government to do anything for the tourists until the mobilization is completed. Then a special train service for their accommodation is promised.

PHILIP LYDIG MISSING.

Wife Asks U. S. State Department to Locate Him.

Special Cable Despatch to The Sun.

PARIS, August 13.

The last news received by Mrs. Philip Lydig from her husband was a telegram from Calcutta saying he was going to France. The message was dated the day the war began in Belgium.

Mrs. Lydig requested the State Department to bring the matter to the attention of the State Department. Above Huntington's mother told the correspondent of The Sun today that the only news she received that her son and his wife had been released in New York by the German authorities was that contained in newspaper despatches. She added that she was certain the State Department at Washington is doing everything possible in the matter.

Lord Richard James Gottlieb of Columbia University, who has returned to Paris after passing a week aboard the steamer La France, which is anchored in the harbor of Havre, says that all the passengers probably will disembark tomorrow.

The ship, said the professor today, is crowded with Americans who got aboard just in time to avoid having to obtain papers to comply with the new laws of France. We were scheduled to sail a week ago today, but the ship is still in the harbor.

Women Without Funds.

Many American women are without funds and will be in a predicament if they



These pictures were taken in London and Paris soon after France and England declared war. The larger one above shows French troops camped in the streets of Paris. Below are English soldiers marching past Westminster Abbey on their way to a mobilization camp. The single figure is Winston Churchill, England's first Lord of the Admiralty.

CABLE CENSORSHIP GROWING STRICTER

Companies Say Messages Are Delayed or Suppressed Without Notice.

Announcements from the Commercial Cable Company and the Western Union office summed up yesterday the cabling situation as it exists throughout the world to date. Notwithstanding the few minor concessions that have been gained by repeated protests general restrictions have become more burdensome than before. Any cablegram may be delayed or suppressed by the British military authorities without notice.

The censors will not pass service messages or delivery of messages, nor messages making inquiry in reference to the will they pass despatches calling for the reputation of certain words. Mistakes occurring in transmission or otherwise can be corrected and information as to the delivery of messages can be obtained only by the exchange of paid messages directly between senders and addressees.

Suspension of the British telegraph system has made communication beyond London by means of deferred cablegram service impossible. The Western Union has therefore announced the withdrawal of this service except to points in the British Isles.

Points reached through Hongkong, China, are eliminated from the Western Union by the interference of authorities of the warring nations. Military censorship is established at all the foreign stations of the Commercial Cable Company.

Cable and other messages to Cuba, Porto Rico, Hayti, Santo Domingo, Central and South America, except British Honduras and British Guiana and to Honolulu and the Philippines, are still accepted.

Messages to all other countries must be written in plain English or French, but those to Switzerland and Turkey must be in the French language only, as previously announced.

Beyond London the regular paid service is slow but fairly satisfactory. Western Union offices were hopeful yesterday that the situation would improve, especially to European and other countries which can be reached by cable routes out of London.

French censorship on the French Cable Company's wires is about as strict as that enacted by the English authorities. The French company has the only direct lines from the United States to the Continent. The wires are being taxed to their full capacity with the flow of despatches leaving this country for abroad.

No indication of further cutting of transatlantic cables has been reported by cable officials.

GERMANS SHOOT A MAYOR?

Kill Chief Magistrate of Igney, France, Is Reported.

LONDON, Aug. 13.—The Paris correspondent of the Central News telegraphed that the Mayor of Igney, a village between Lunéville and Avricourt, on the French side of the Franco-German frontier, has been shot by German troops.

BRITISH FLEET SENT AFTER AUSTRIAN SHIPS

Admiralty's Orders Likely to Result in Battle in Mediterranean.

Special Cable Despatch to The Sun. LONDON, Aug. 13.—The Admiralty sent orders today to the British Mediterranean fleet to attack the Austrian fleet at once. The orders carried the announcement that a state of war had existed between England and Austria since midnight last night.

No information is obtainable regarding the present strength of the British Mediterranean fleet. The fleet as formerly constituted has been reorganized and in addition there has been no publicity of the movements of naval ships since the beginning of hostilities. When the war with Germany began it was reported that there were three first class battle cruisers, with several armored and light cruisers, and a flotilla of destroyers in the Mediterranean.

The Austrian fleet has been reported in the vicinity of the Straits of Otranto. The only German ships of war whose presence have been reported in the Mediterranean recently are the cruisers Goeben and Breslau, which are now in the Dardanelles and are reported to have been sold to Turkey.

Austria Recalls Warships. Special Cable Despatch to The Sun. ROME, August 14.—The *Messaggero* says that in consequence of the British declaration of a state of war against Austria-Hungary, the Austrian warships have been recalled from the Montenegrin coast which they were engaged in blockading.

Sale of Cruisers Denied.

PARIS, Aug. 14.—Despatches from Constantinople deny the assertion of the Turkish Government that the two German cruisers Goeben and Breslau have lowered the German flag and that their crews have gone ashore.

Editorial opinion in the French newspapers scoffs at the validity of the so-called sale of the cruisers to Turkey. Edmond Chénou, an international law expert, expresses a similar view on the ground that such a sale is invalid in time of war.

SIGHT GERMAN WARSHIPS.

Attacks on Sveaborg and Helsinki Is Expected.

Special Cable Despatch to The Sun. STOCKHOLM, via London, Aug. 13.—Reports were received here today that two German warships had been sighted off the island of Landö, in the Baltic, just off the Swedish coast to the south of Stockholm. Reports from Gotland tell

AMERICANS MAN CANADIAN CRAFT

On Submarines on Pacific Coast Watching for German Cruisers.

OTTAWA, Aug. 13.—Canada's two new submarines, purchased at the outset of the war from the Chilean Government and which are now watching for German cruisers on the Pacific coast, are manned entirely by adventurous Americans.

Just a day or two previous to the declaration of war by Germany the Canadian Pacific coast was unguarded except for the presence in Vancouver harbor of the second class cruiser Rainbow and the battleship Esquimaux. The Dominion Government learned that two submarines for Chile had just been launched from the Seattle navy yard and the idea occurred that these could be purchased by Canada at once.

Quick and decisive action was necessary. If war broke out before the ships were purchased they could not then be secured, as they would not be permitted to leave a port of a neutral nation. On the other hand it was felt that the submarines would not be needed if war did not come, and this caused some hesitation. The cabinet hesitated at Ottawa. The Prime Minister of British Columbia, Sir Richard McBride, showed his civilities. He rushed to Seattle, with the result that in less than two days the two Chilean vessels were bought and paid for, manned by Americans and in Vancouver harbor.

Britain's sons who have made their homes in the United States are rallying to the assistance of the motherland. The Edinburgh University Club of North America, which is composed of physicians in all parts of the United States and has members in universities in London, New York, Chicago, San Francisco, Toronto and other cities, has notified the Dominion Government through the British Embassy at Washington of its desire to equip a hospital unit or units to be sent to the Canadian contingent.

James Kendall of Columbia University, secretary of the club, has sent an urgent letter to all the members urging them to "indicate their loyalty to the motherland by being considered by the Minister of Militia and Defence."

It is understood that many American doctors have subscribed \$100 each toward meeting the expense of organizing the units. The letter asking enlistment in this crisis in her national history.

The Canadian division of 22,250 men will leave for the scene of war about September 10. The contingent will be conveyed across the Atlantic by four or five British cruisers. The number of volunteers was far beyond expectations, easily justifying the claim of Col. Hughes that Canada could raise and equip 150,000 men if necessary.

The Merlon Reaches Queenstown. Special Cable Despatch to The Sun. QUEENSTOWN, Aug. 13.—The steamer Merlon of the American Line is at Queenstown.

WINNIPEG, Aug. 13.—Four Winnipeg infantry regiments have been ordered to the mobilization field near Quebec. They will leave Winnipeg Monday. The Winnipeg battery of artillery also has been ordered to the front. The battery took part in the relief of Mafeking.

CALL WINNIPEG TROOPS.

Four Infantry Regiments Ordered to Mobilize.

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SIX U. S. SHIPS WILL GO FOR AMERICANS

Secretary Garrison Announces Transports Will Be Sent to Europe.

CHARTERS OTHERS ABROAD

Government Takes Action for Immediate Return of Tourists.

WASHINGTON, Aug. 13.—Six passenger carrying steamships controlled by the United States Government will be sent to Europe to bring Americans home. This announcement was made this afternoon by Secretary of War Garrison, following a meeting of the relief board looking after the interests of thousands of Americans stranded in Europe.

These vessels will supplement the work of steamships of neutral flags which are to be chartered in European waters by the State Department's representatives and the lines still maintaining transatlantic service. The uncertainty as to how many such vessels could be chartered in Europe and the number of Americans who could be cared for in this way led the board to decide that it was advisable to send available Government ships to aid in the work.

The ships selected are the army transports Sumner and Kiptpatrick, the chartered transports Denver, City of Mason and City of Memphis, all at Galveston, and the Panama Railroad steamer Cristobal, now at Colon. All these vessels will be brought to Newport News, Va., for refitting and provisioning. When ready for service they will be sent to European ports, which will be designated later.

The combined capacity of the six vessels will be about 8,000 persons. Their present capacity is only about one-third of that number. Their present accommodations will be greatly enlarged by the construction of new sleeping quarters and other changes will be made for comfort. It is estimated that it will be three weeks before the ships will be ready. While the steamers are on their way to Newport News provisions, supplies and materials of all kinds will be assembled so that the work of fitting out will be expedited.

Secretary Garrison is hopeful that the State Department's representatives in Europe will be able to charter a considerable number of vessels. Ambassador Page at Rome reported today to the State Department that he could get a vessel capable of carrying 1,000 passengers to sail for Genoa and named the terms upon which she can be engaged. It is expected that he will be instructed to engage her at once. Other like reports are expected from other Consuls within the next few days.

In addition to the ships to be chartered and the Government ships to be sent to Europe Secretary Garrison is counting largely upon the six transatlantic liners running under the American flag. P. A. S. Franklin, of the International Mercantile Marine Company, controlling these vessels told Mr. Garrison today that he hoped to make nine sailings from Europe within the next four weeks.

The following list of Americans found by United States diplomatic and consular officers was made public by the State Department today:

New York—B. Thomas, Bern, Switzerland; Prof. Hunter and Prof. Pratt of New York University, left Munich for Holland; Francesca Texier, left Cologne for Holland; Leon H. Kroll, San Francisco; Mrs. Henrietta Cronmeyer, Frederick C. Thruelsen, Copenhagen; Mrs. Maddock, sailed from Marseilles for Genoa; the German Steamer Tait, Capt. Countess Kossakowski, Vienna; Leander left Berlin for Vienna; Chapin party, Zurich; Ethel Roberts, Consul at London; Gladys Vanderbilt, Szeged, Vienna; J. M. Wilson, Limerick; Lowerth family, Munich; Emma R. Duncan and Elizabeth Hamilton left Venice for Milan; Mrs. Goldberg, Brussels.

Brooklyn—Elsie Arvidson, Copenhagen; Mrs. Schloester, Bohemia.

Newark, N. J.—Mrs. Mary Hauselmann, Illinois.

Orange, N. J.—Lena Gilmore, Bad Pyrmont; Gladys Gilmore, Coburg.

Wildwood, N. J.—Jay Carl Ditch, San Sebastian.

REPORT OF GERMAN VICTORY.

"New York Herald" Hears Seven British Warships Were Sunk.

A rumor was current on the Maritime Exchange yesterday afternoon that the *New York Herald* had received information that a squadron of seven English dreadnoughts of the month of the Hun, the *Yorker*, *Yorker* and *Yorker* had sunk a whole squadron of seven English dreadnoughts, among them England's pride, the Iron Duke. The seven battleships were destroyed and only one of the German torpedo boats was left.

It was said that the rumor had its foundation in a private cablegram received by the banking house of August Belmont & Co. The *Herald* tried to confirm it, but nothing could be learned about it. None of the firm was available last night. From another source it was learned that the same story was going round last week. The German consulate here had no knowledge of the reported battle.

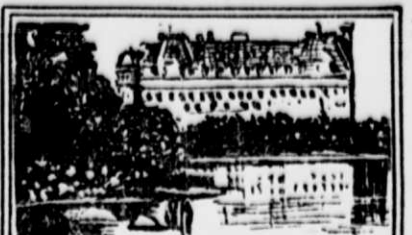
BIG GUNS TO ROAR.

This Warning Will Stop Any Coast War Scare To-night.

There is small likelihood that the British cruisers Essex and Berwick, which are prowling about the entrance to New York Bay, will encounter a German ship to-night, nevertheless big guns will boom at 8 o'clock in the direction of Sandy Hook.

To warn ship owners and to forestall battle rumors Col. S. E. Allen, commander at Fort Hancock, has given out a warning that target practice with the big guns and mortars at Fort Hancock will begin at 8 o'clock.

The Maine Arrives Off Tangier. Special Cable Despatch to The Sun. TANGIER, Aug. 13.—The United States battleship Maine arrived off Tangier today.



View Across Lake, Central Park.

"Open Air to Everywhere"

If there's a breeze anywhere in town you'll find it atop one of the big hotels. Busses pass the doors or within a block of most of them.

Fifth Ave. Coach Co.



COAST SHIPS TO GO FOR U. S. TOURISTS

Citizens' Relief Committee Charters One; Excursion Agency the Other.

FIRST STARTS NEXT WEEK

Rescue Craft Taken From Southern Pacific Fleet Running to New Orleans.

Two American steamships were chartered yesterday for service in bringing home Americans stranded. They are the *Antilles* and the *Creole*, both of the Southern Pacific fleet of boats running from New York to New Orleans. Their addition to the curtailed transatlantic service will tend to reduce materially the number of American citizens now abroad without funds.

The *Antilles* was chartered by the citizens' relief committee, of which L. F. Loeve, president of the Delaware and Hudson Railroad, is a member. The *Antilles* will be able to sail from the port for the Mediterranean about August 25. It is likely that her first call will be some Italian port.

The transfer of the *Creole* and the *Antilles* to Atlantic service will reduce the New York-New Orleans service from semi-weekly to weekly runs, though the change comes at the height of the summer rush period. The weekly service will be continued by the *Monius*, the *Proetus* and the *Comus*. Freight ships will be added to take the place of the two ships leaving so that the freight service may not be interrupted.

The 16,500-ton *Creole* was chartered by the tourist firm of Raymond & Whitcomb Company and will sail from New York August 15. Her passenger list of 100, the tourist company says, was made up within four hours of the time the availability of the ship was cabled to London.

The *Creole* is one of the largest and best ships under the American flag. She was built at the Fore River yard, Quincy, Mass., and is a sister ship to the *Antilles* and *Monius*. She will be able to cross the Atlantic in seven or eight days. The *Creole* left New Orleans Wednesday, is due here Monday and will discharge cargo and coal and provision ship in two days.

COOK'S TOURISTS ARE SAFE.

Tour No. 51 Now on Way to London From St. Petersburg.

Thomas Cook & Son have received cable information to the effect that their Tour No. 51, escorted by Capt. Dombey, which was last reported in St. Petersburg, is now at Yarmouth, on the extreme north of the Scandinavian continent. The tour, from Yarmouth to England will occupy about twelve days. The following are members of the party: Dr. and Mrs. E. M. Goodrich of Boston; Mrs. F. Campbell, Miss Bryan asking for definite information as to the whereabouts in Europe of Prof. Edmund Todd, astronomer at Amherst. Upon receipt of this information, the telegram added, Consuls will be notified to search for the missing professor and aid him if necessary.

Prof. Todd was last heard from on July 16, when he was at Libau, Russia. In a letter to Mr. Woodhouse Prof. Todd said he intended to leave at once for Riga, where he is to make astronomical observations from the Riga observatory.

According to his friends in this city Prof. Todd shortly before leaving for Europe had received an invitation from the Russian Government to view the eclipse of the sun on August 21 from that observatory. It was the intention of Prof. Todd to photograph the eclipse from an aeroplane to get as perfect a picture as possible.

U. S. CONSUL STILL IN LIEGE.

But May Have to Move If City Is Bombarded.

WASHINGTON, Aug. 13.—The American consulate at Liege, Belgium, "has been exposed to the since hostilities began," the Minister to Belgium reported to the State Department from Brussels today.

He advised the Department that if the German attack on the city took the form of a bombardment "the American Consul may find it necessary to move and establish headquarters elsewhere."

One Day EXCURSIONS

Lake Hopatcong

\$1 NEXT SUNDAY—Also Every Sunday and Holiday

Lv. N. 234 S. 8:30; Lv. Liberty St. 9:00; Lv. Jersey City, Jersey City, 9:17 a.m.

Atlantic City

\$2.50 NEXT SUNDAY—Also Every Sunday and Holiday

Lv. N. 234 S. 7:30; Lv. Liberty St. 8:00; Lv. Jersey City, Jersey City, 8:17 a.m.

HARD COAL NO SMOKE COMFORT